

DTR2680
RTTSZYUW RHMSMVA4972 0320937 -RUEFHQA.
ZNY
R 010930Z FEB 73
FM 7AF SAIGON RVN
TO RUHHABA/CINCPACAF //DD/ IGY//
INFO RUWJABA/AFIAS NORTON AFB CA.
RUEFHQA/CSAF WASHINGTON DC//AFXPXS4//
RHMIAAA/13AF CLARK AFB PI//DD /SE//
RUPDSRA/DEP CMOR 7/13AF UDORN RTAFB THAI//SE//
RUKLAAA/TAC LANGLEY AFB VA//DD /SE//
RUVAARIA/AFLC WRIGHT PATTERSON AFB OH//DD//SE//
RUVAARAA/ASD WRIGHT PATTERSON AFB OH//SE//
RUMOREA/56SOW NAKHON PHANOM RTAFB THAI
BT

SUBJECT: AIRCRAFT MISHAP REPORT

REFERENCES: 1. 56 SOW MSG 270945Z JAN 73, OPREP-3 PINNACLE ()
2. 56 SOW MSG 271155Z JAN 73, INITIAL
3. 56 SOW MSG 271510Z JAN 73, OPREP-3 PINNACLE ()
4. 56 SOW MSG 280900Z JAN 73, CMOT LOSS REPORT
5. 56 SOW MSG 290500Z JAN 73, FINAL
6. 56 SOW MSG 290945Z JAN 73, 48 HOUR

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A. 27 JAN 73 1720H

B. 1654N 10712E

C. OV-10A S/N 68-3806

D. 56 SOW NAKHON PHANOM RTAFB THAILAND

E. (PILOT) PETERSON, MARK A, 1ST LT,

NAKHON PHANOM RTAFB THAILAND

(COPILOT) MORRIS, GEORGE W, CAPT,

NAKHON PHANOM RTAFB THAILAND

F. COMBAT LOSS

G. OV-10A SERIAL NUMBER 68-3806, CALL SIGN NAIL 89 WAS DIVERTED
BECOME ON SCENE COMMANDER OF A SAR EFFORT TO RECOVERY CREW OF A
NAVY F-4. AN SA-7 FIRING WAS OBSERVED AND CALLED OUT BY COVER 11
THE SA-7 WAS OBSERVED TO IMPACT IN THE RIGHT ENGINE OF OV-10A
SERIAL NUMBER 68-3806.

BT

#4972

NAKHA

SAR REPORT

ON 27 JAN 1973 I WAS ON AT TGT CONTROL, C-115 WAS WORKING 2-P-115, THE 115 WAS
IT WAS APPROX. 1700 HRS & THE TARGETS WERE MOVING TOWARD NORTH ON G-115. I WAS
LISTENING TO THE AIR STRIKES AND HEARD LEAD SAY II E TOOK A HIT AND 2-115 BAILED
HIM. HE LOST SOME OF HIS SYSTEMS & THEN #2 SAID LEAD WAS ON FIRE. AT 1745 TAPRCON
113 BAILED OUT. LATER I FOUND OUT HE WAS RIGHT AT THE MOUTH OF THE CHA VENT. NAIL
89 SAID HE WAS ON SCENE COMMANDER. C-115 WAS JUST BEHIND HIM AND THEY DISCUSSED
THE SITUATION. SEVERAL SA-7's WERE CALLED OUT ON GUARD. NAIL 89 ASKED 115 TO BE
THE HIGH FAC AND TO LET 89 KNOW IF HE SAW ANYTHING. AT 1725 I HEARD SOMEONE CALL
SA-7, SA-7. IT SOUNDED LIKE 115. I HEARD 3 MAYDAYS AND NAIL 89 SAY "SAMMAM".
I HEARD A SHORT BEEPER. AT 1731 I HEARD C-115 SAY THAT HE HAD CONTACT WITH 89
AND HE HAD SAID THAT "I AM GOING TO BE CAPTURED". C-115 ASKED IF HE WAS "A" OR
"B" THERE WAS NO REPLY. IMMEDIATELY AFTER N-89 WAS SHOT DOWN C-115 BECAME ON
SCENE COMMANDER. THERE WAS NO SOFT ORDNANCE AVAILABLE (EXCEPT 2014) BUT
SEVERAL SETS OF FIGHTERS WERE OVERHEAD WITH ORDNANCE. KING HAD TO RET DUE TO
"MECHANICAL PROBLEMS".

MICHAEL C. MCMAHAN, 1/LT, USAF
20 TASS DATA

SAR STATEMENT

N-89 WAS ON THE SCENE JUST WHEN TAPROOM 113 EJECTED. HE DECLARED HIMSELF CHIEF COMMANDER WITH MYSELF AS ASSISTANT. AFTER ABOUT 5 TO 10 MIN OF NO VOICE CONTACT WITH THE DOWNED CREWMEMBERS, HE STATED THAT HE WAS GOING TO GO DOWN. I PASSED HIM BY WHILE I STAYED HIGH TO CALL ANYTHING OUT TO HIM. HE WAS IN THE FULL CUP OF TAPROOM PASS WHEN I SAW THE SA-7 FIRED AT HIM. I CALLED IT OUT 3 TIMES. IT APPEARED AS IF HE PUNCHED OFF AN IR FLARE. THE SA-7 HIT HIM IN THE RIGHT ENGINE. THE A/C WHEELED FOR A FEW SECONDS THEN ROLLED IN A LAZY MANNER INTO A SPIN. THEY EJECTED AT THAT TIME, WE HAD VOICE CONTACT WITH WHOM I BELIEVE WAS A. HE STATED "I'M GOING TO BE CAPTURED, I'M GOING TO BE CAPTURED", I COPIED THAT AND REPEATED IT BACK TO HIM. HE THEN SAID IT AGAIN WITH WHAT SOUNDED LIKE OH NO! AT THE END. HIS RADIO THEN WENT DEAD, THERE WAS NO FURTHER CONTACT WITH ANY OF THE DOWNED CREWMEMBERS. APPROX ALTITUDE WHEN HE WAS HIT WAS 6000!. HE WAS HIT AT 1735 OUR TIME.

JOHN N. WEST, 1/LT, USAF
20 TASS

SAR STATEMENT

ON JAN 27th 1973 I TOOK OFF ON A 2B MISSION AT 1725 LOCAL TIME, JUST AFTER THE TURN OUT OF TRAFFIC I HEARD COVEY 115 COME UP ON GUARD AND SAY MAYDAY, MAYDAY, MAYDAY, NAIL 89 HAS JUST TAKEN A HIT AND IS GOING DOWN. AS I CONTINUED THE CLIMB-OUT I LEARNED THAT A TAPROOM 113 HAD GONE DOWN PRIOR TO NAIL 89 AND THAT COVEY HAD A TALLEY ON ALL FOUR CHUTES. COVEY 115 CALLED KING AND HAD THE SAR COMMANDER, I PASSED CHANNEL 69 COVEY 43 CAME UP AND OFFERED TO STACK THE SEVERAL SETS OF FIGHT-UP FOR 115 LEAVING HIM TO DEVOTE ALL HIS ATTENTION TO THE SAR. THE WEATHER WAS CL-ING IN EXTREMELY FAST AND BY THE TIME THE SANDYS WERE ON STATION IT WAS 1/8 COVERAGE AND GETTING WORSE. COVEY 43 HAD TO RTB BECAUSE OF FUEL SO I TOOK OVER THE FIGHTERS WHICH CONSISTED OF 7 SETS. DUE TO NOT BEING IN THE AREA I DIDN'T HEAR ANY RADIO CONTACT WITH ANY OF THE SURVIVORS. SEVERAL TIMES DURING THE NEXT 3 1/2 HOURS I HEARD BEEPER BUT NOT LONG ENOUGH TO GET A GOOD CUT. COVEY 115 RAN SHORT OF GAS ABOUT 1 HOUR AFTER I GOT TO THE AREA, HE TURNED THE SAR COMMANDER OVER TO THE NAIL. I REM-ING SURVIVORS ON STATION. THE SANDY'S DID DROP SOME ORDNANCE SOME DISTANCE FROM THE SURVIVORS AND IN THE PROCESS SANDY LEAD TOOK A HIT IN HIS WING. IN THE MEANTIME SOME DUST-OFF CHOPPERS WERE TRYING TO COME IN BUT DUE TO EXTREMELY HEAVY AAA WERE FORCED BACK. AS THE FIGHTERS I WAS HOLDING RAN OUT OF STATION TIME I GAVE THEM TACAN DROPS ON GUN AND TRUCK POSITIONS NW OF DANG HA. I TRIED TO GET A BUNKER IN FROM CANAMA BUT THEY DIDN'T HAVE ANY "BASKETBALL" TYPE TANKERS, WHICH THE A-7'S I HAD REQUIRED. THE WEATHER CONTINUED TO GET WORSE UNTIL DARK, WHEN THE COAST CLEARED FOR ABOUT 4 CLICKS INLAND, THE NAIL GOT TWO SETS OF FIGHTERS WITH A-10 AND WERE OUT WE DECIDED TO PUT THEM ON THE NORTH SIDE OF THE MOUTH OF THE RIVER TO KICK SOME G-OUT IF WE DID MAKE AN ATTEMPT TO GET IN, THE NAIL DROPPED HIS FLARES AND I WORKED WITH MY SMOKE AND RAN BOTH SETS FIGHTERS AS THE NAIL WAS SHORT ON GAS AND HAD TO WE KNOCKED OUT TWO 23'S AND SILENCED A 37MM WITH SEVERAL SECONDARY EXPLOSIONS. I NEVER AT ANY TIME IN THE FLIGHT HEARD ANY VOICE CONTACT WITH THE SURVIVORS. THE CHUTES WERE PICKED UP BY THE ENEMY ABOUT 25 TO 35 MINUTES AFTER THEY WENT DOWN. BOTH AIRCRAFT BURNED FOR SOME TIME ON THE GROUND. I MISSED SOME OF THE RADIO TRANSMIS- FROM COVEY 115 DUE TO THE FACT I WAS HOLDING THE FIGHTERS FEET WET ON A DESCRETE UN- FREQUENCY AND WAS GOING TO PASS THEM OFF TO THE SAR COMMANDER WHEN HE WANTED. I GOT SEVERAL TARGET CLEARANCES FROM TRAIL FOR THE NAIL SAR COMMANDER, TO THE BEST KNOWLEDGE THIS IS WHAT HAPPENED.

ROBERT E. ZIMMERMAN, Capt, USAF
"Covey 11"

Statement on SAR for TAPROOM 113 and NAIL 89

On 27 January 1973, myself (Covey 43) and my Backseater (Wolfman 51) heard a MAYDAY from TAPROOM 113 while we were on the 315 degree radial for 41 DME off of channel 69. 113 announced the plane was hit and he was heading feetwest. I told my backseat to inform the ships on station that they should prepare for a possible pickup. We then heard a call saying that 113 has, or was going to eject. I then heard a call from 113B. The call was garbled but it sounded like he was in his chute, coming down, talking on his survival radio. I heard only that one call from 113B. I did not hear a call from 113A. My backseater saw the ejection and said that both men had good chutes. I immediately turned my aircraft in the direction of the bailout area. NAIL 89 also saw the ejection and was first on the scene followed by COVEY 115. 89 had a visual on the landing locations of the two crewmembers and assumed the role of on scene commander. 89 initiated the SAR checklist and began to request immediate air and special SAR ordnance. I informed him that I was in the area and ready to work. My backseat told the ships to prepare for immediate fire missions should naval gunfire support be deemed necessary.

After about 5 min. had elapsed from the time of the initial ejection of 113, I heard 89 tell 115 that he was going below 8500 feet, and for 115 to stay up around 11,000 and cover him. 60 to 90 seconds after that 115 called "SA-7, SA-7, SA-7". NAIL 89 then said "Aw shit, we're hit, eject". I did not have a visual on 89 at that time nor did I see the ejection. 115 saw the ejection and says that both men had good chutes. 115 then assumed the role of on scene commander. After a brief period of time I heard a garbled radio call. 115 asked him to "say Again". I then heard Nail 89 say, "This is NAIL 89'er, I'm going to be captured, I'm going to be captured. I did not hear him say "Oh No", nor did my backseat. At this time I would like to say that the previous transmission definitely came from NAIL 89 (Lt. Mark Peterson I roomed with him for 3 mths in Florida and it was his voice that I heard. I was also a personal friend of his backseat (Capt. George Morris) and I could not confuse their voices. NAIL 89 sounded exhausted but unhurt when his transmission abruptly ceased. I never heard a call from NAIL 55 either in his chute or from the ground. The area into which all four men ejected was approximately 10-15 kilometers behind enemy lines and was known to contain 4 to 5 enemy regiments. Their landing sites had been bombed repeatedly prior to their ejection and was devoid of cover and vegetation.

After 89's ejection I assisted 115 in recovery for all four crewmen by stacking the fighter resources and by handling the extraneous radio calls on a different frequency clearing the primary recovery channels for 115 and KINGBIRD who were coordinating the recovery effort. I remained in the area until I was relieved by COVEY 114 and recovered back at DaNang. During this period neither myself nor my backseater heard any other transmission from any of the downed crewmen.

Signed: COVEY 43 Capt. Joseph W. DeGaetano DATA

Joseph W. DeGaetano Capt USAF

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SAR STATEMENT

On 27 January 1973, CAPT DAN WIMBERLY and MYSELF CAPT JONATHAN BEAR, LAUNCHED IN AN OV-10 IN SUPPORT OF A SAR MISSION QUANG TRI, SOUTH VIETNAM. THE FOLLOWING IS A REPORT ON THE MISSION. THE TAKEOFF TIME WAS 1655 AND THE LANDING APPROXIMATELY 2130. DURING OUR MISSION OVER THE SAR SIGHT NO VISUAL OR ELECTRONIC CONTACT WAS MADE WITH EITHER DOWNED AIRCRAFT MEMBERS. NUMEROUS GUARD AND SAR DELTA FREQUENCY CALLS WERE MADE WITH NO RESULTS. A CONTINUOUS SURVEILLANCE WAS KEPT OVER THE SCENE UNTIL THE MISSION TIME ENDED. AT VARIOUS TIMES "BEEPER" SIGNALS WERE HEARD, BUT WE WERE UNABLE TO OBTAIN A FIX ON THE LOCATION. BOTH KING AND I FELT THAT THESE "BEEPERS" WERE BEING CONTROLLED BY UNFRIENDLIES.

Jonathan R. Bear
JONATHAN R. BEAR, Capt, USAF
DATA

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